

INFORMATION REPORT - INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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 SUBJECT Pechora Gulf DATE DISTR. 12 December 1955 25X1
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Pechora harbor entrance
 buoy marked in position N68-59,
 E55-45, was actually in position N68-58, E55-34. Due east of the
 eastern light on bank No. III stood a marker of the style shown in
 Sketch No. 1. It was as high as the light, but it could not be
 determined whether it was of steel or wood. The buoy at 68-55 was
 in the position marked. The three buoys southwest of bank No. IV
 were located about one nautical mile further south than shown on
 the chart. On the bank "Reyd 1949", southwest of No. IV, stood a
 stake with two cones, one with the point upward and the other with
 the point downward. The fathometer showed 30 feet of water opposite
 this bank. The seven or eight innermost stakes shown east of
 Aleksandrovskaya Shoal did not exist. The fathometer was used during
 the entire approach to the bar. At no place was the depth less than
 that marked on the chart. The pilot would not permit the use of the
 fathometer after he came aboard. On departure, the pilot was very
 particular that the vessel drew no more than 16 feet and was in trim
 when it passed over the bar. A pilot's assistant stood on the stern
 and watched to see if the propeller cast up sand or the like. It was
 at high water.
2. There was a loading berth for only one vessel at the lumber quay.
 At this berth, the water was sounded at 14 feet on the inner side
 of the ship, about four meters from the quay edge, and 25 to 30
 feet on the outer side. The quay was being expanded in a southerly
 direction. Here a quay edge had been built up of standing planks.
 The inside was being filled up with scrap wood. The lumber quay had
 no cranes. There were a large number of portal trucks in operation
 there. Just below the lumber quay, there was a small quay installation
 which did not appear to be in use. A crane mounted on caterpillar

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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treads was standing on this quay. The quay looked as if it had been used to store coal and there was still a small pile of coal in one corner. From the lumber quay, one could see a portion of the port setup in Naryan-Mar itself. Four large, apparently modern cranes were visible. [redacted] they had a five-ton capacity. West of the four large cranes there were two smaller ones. Two small tugs were in the port. They looked as if it was their home port. Many ocean-going tugs towing barges called at the port. There was considerable coal traffic in the port. The barges came in with coal and departed again with some black stuff that **also resembled** coal. There was no oil transport in the port or river. Every day at 1200 and 1700 hours local time, a passenger boat, an old side-wheeler, came down the river and turned into Naryan-Mar.

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3. The lumber came down a roofed over chute from the sawmill building to an apparently new shed where it was sorted by women workers. There was a village just outside the sawmill area. It was three kilometers from it to Naryan-Mar. Some of the crew went in to town.

4. [redacted] two flying boats landed on the river in the vicinity of the lumber quay. One was down for just a moment and the other was on the water about one-quarter hour and taxied the entire time. A motorboat came out to it from land. The planes were twin-engine and of the same type. Two three-engine transport planes were seen aloft during the sojourn in the port. No landings were observed, nor were any jet planes observed.

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5. On a couple of occasions [redacted] boats of an official character were observed. One lay at bank No. III [redacted], and a couple were later seen on the river. They were motorboats of the same type, about 50 to 55 feet long, with a forecastle and a small poop, and one funnel. (See Sketch No. 2) There were two pilots both on arrival and departure. The superficial arrival inspection took place alongside the quay. No muster was made; only a police officer came aboard. He had two stars on his epaulettes. Departure inspection took place after the ship had warped away from the quay and was like the arrival inspection. During the entire time while the ship lay at anchor after warping, an armed guard stood on the shore in from the ship. There was a guard on the quay the entire time. He checked shore passes. There was an unarmed man who guarded the gate out from the sawmill area. He seldom requested to see passes. All Soviets had to show a pass in order to come aboard.

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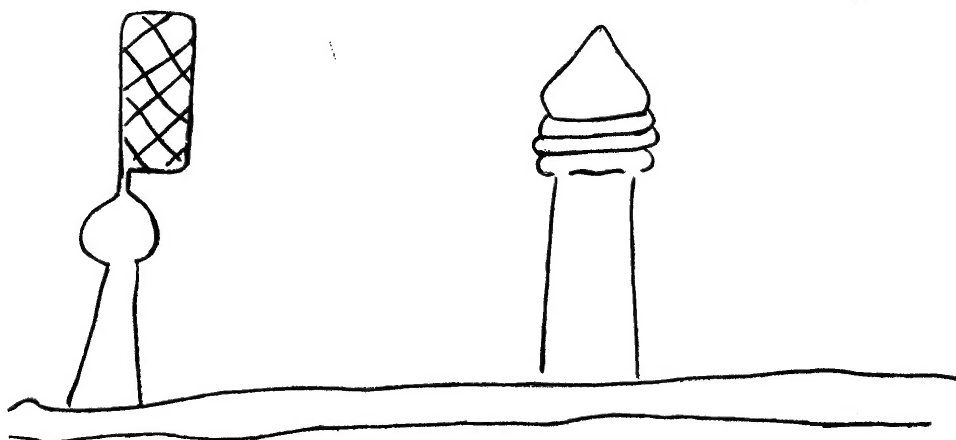
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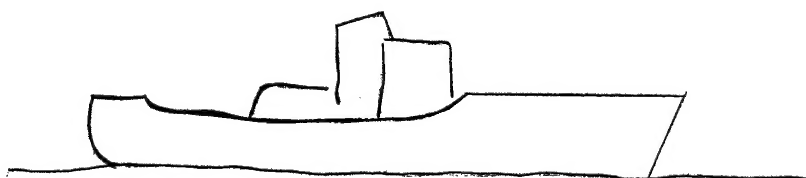
Sketch No. 1:

Marker in entrance channel:



Sketch No. 2:

Official boats in Pechora:



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